

ARMY AND NAVY CHRONICLE.

Edited and Published by B. Homans, at \$5 a year, payable in advance.

VOL. X.—No. 13.]

WASHINGTON, THURSDAY, MARCH 26, 1840.

[WHOLE No. 273.]

Foreign Miscellany.

CAMP AND QUARTERS, SCENES AND IMPRESSIONS OF MILITARY LIFE, interspersed with Anecdotes of various well-known Characters who flourished in the War. By Major Patterson, author of the "Adventures of the 50th Regiment." 2 vols.—London, *Saunders and Otley*.

MARRIED LADIES IN BARRACKS.—Those who say that married men get on prosperously in a barrack, never could have had the pleasure of being so situated. They may get on very well, but the sooner they get off, the better for themselves, and the family of singletons they leave behind. Domestic seclusion is totally out of the question. The promising young lady, new-fangled by her matrimonial reign, and by the royal duties thereto appending (the moon being over,) is delighted to get into military quarters. I have seen one of these young things, almost leaping out of her skin with joy, upon her first entree. This agreeable state of matters was, however, of short duration; she soon regretted her lately forsaken and peaceful haunts; when, instead of either leaping or dancing for joy, she tamed down into a very languishing slipshod housewife. She was married to a jolly ensign, of whom, poor fellow, it might literally have been said, that he was "twice caught." Light marching order was not the order of his day; he travelled with a most respectable train of baggage. A pianoforte was on the list; for which, his only room not being sufficiently capacious, the quartermaster's store received it, where the rats and mice played away their duets and overtures upon it. Chests and trunks abundantly came in; so that the poor disciple, and the partner of his cares, were stowed away among the lumber, very much after the manner in which the steerage-passengers are ensconced on board a packet just ready to sail for Van Dieman's Land. They had some pretty little birds in brass-wire cages—a green parrot to keep them from being alone. By and bye, the scene was changed, and other little birds were heard to sing; the piccaninnies began to show themselves, and were introduced into this sinful world much more rapidly than the finances of their parents justified; "the love they were so rich in," would by no means "make a fire in the kitchen: for kitchen they had not, nor would the little god turn their spit." Fertile in expedients, the sex are never at a nonplus; band-boxes and parasols made way for canisters and rocking-chairs; bird-cages were dismissed for cradles; the washing-tub took precedence of the guitar; and as for the feathered songsters, they were all consigned to other lodgings: their places in the orchestra being occupied by a band of innocent squallinis. Some women are fixtures in a barrack, where, when once they get themselves at anchor, it is a formidable matter to root them out; they nail up, and pull down, so many shelves and brackets, pegs and pins, that, were they to continue long at this work, the barrack department would soon arrive at hopeless bankruptcy. Such a thing as a removal is quite amazing to them—it never comes across their minds. One would think they were as firmly located as a log-hut family in the back settlements. Sometimes they get up a piggery, to have a little nice winter bacon; and I have heard it said that they go so far as to have a bit of garden to furnish greens for ditto. A fowl-yard, which is frequently a foul-yard, they are sure to manage, with birds and other animals, enough to raise a regimental zoological of their own. I recollect a happy couple who joined with only five bantlings in their suite; but this was merely to begin with. "Angels' visits" were occasionally paid them by the gentlemen, who had no ob-

jection to a cooler on their matrimonial projects; at each particular visit there was a fresh recruit, and before the uxorious mari quitted the service, his little regiment was upon the augmentation—amounting to nearly ten. They afterwards went to the Isle of Man, that paradise for half-pay; on which it has been confidently reported that the population of the island was considerably on the increase since they arrived. The fortunate spouse of such a lady is often a member of the henpecked club; and at stated intervals gets a lecture, in a language which, unhappily for him, poor man, is not exactly in the "unknown tongue,"—she was never an Irvinite; he would, however, gladly be converted for her sake. The route was often a welcome route to him, interrupting as it did, the tenor of a domestic breeze. The trumpet for the march sounded musically to his ears, because it relieved him from her frequent trumpetings at home. Barrack ladies are for the most part very clever—good hands at a dish of scandal now and then, as well as getting up a dish of mutton chops. They moreover cultivate the gossiping propensities, for which there could not be a more eligible nursery. They are for ever shifting and prying into one another's business; and politics run so high at times that the interference of their lords and masters is resorted to, in order to check the progress of a civil war.

BENEDICTS AT SEA.—Of all places in the world there is none where women are more completely out of their proper sphere, than on ship-board; where the family people get the full benefit of that charming, though in many cases, frail *sejour*. They get the state room, to be sure, if there is one, and provided the captain is anything like an honest fellow. A state room!—what a lying definition for such a wretched, loathsome, murky, and abominable hole!—where every misery that it is possible to compress within the smallest space, or that could be battened or compounded into an area of six square feet of dirty planks nailed up and tarred, is to be found. Any one who might have ever entertained a doubt, as to the joys of matrimony at sea, or as to the propriety of the benedicts going upon a marine discovery, had but to look into one of these dirty transports in full sail, the waves high, wind blowing fresh, scene the Bay of Biscay, bound (with troops well crowded,) for Spain or elsewhere—if the prospect did not prove a sickener, he might cross the aforesaid bay, at least twice a week during the period of his life, without one "offering to Neptune." The smell, the darkness, slippery decks, and filthy lockers, with a variety of other things, were entailed upon the voyager, who shipped himself into one of those rotten tubs, as if he was entering his coffin. The *drop scene* (I don't mean the meridian tumbler) was the most affecting scene of all. A ragged piece of sailcloth, which seemed as though it were often used to sift the biscuit, was hung across the cabin to hide the ladies, as well as veil their blushes. It sometimes unluckily occurred, just when Aurora began to take his morning peep at them, through the skylight over head, that upon a sudden lurch, the *drop* or curtain fell. "What a falling out was there!" disclosing to the impious stare of sundry shipmates on the other side, a melodramatic entertainment, partly recitative and partly vocal. Those fair passengers who were excluded from the state-room, either for want of space, or from deficiency of rank, and who were forced to engage their delicate limbs within the outer berths, set up their operatic screams and outcries, with the pathetic to admiration—(O! 'twould hardly have done it better,) shutting their pretty faces in the blankets with Turkish modesty; while the unfeeling men, brutes I ought to say, who would have grinned at the fall of Carthage,

vociferated loud applause at the opening of act the first; the sea nymphs remaining, "ad interim," snug perdu, until blacky came to hook the drapery on again.

SUNDAY FIGHTING.—Our greatest battles were fought on Sundays, which I have heard accounted for in this way: the French were for the most part the assailants, and hence selecting time and place, made choice of the holiest day, from motives peculiar to themselves: not because "the better day the better deed," but from the circumstance of being under the auspices and more immediate guidance of some favorite or patron saint. Vimiero, Vittoria, the Pyrenees, and Waterloo, were all fought on Sundays.

OUTLYING PICQUETS.—Outlying picquets are not at all times the most delightful sort of things; particularly when you come to be close in the neighborhood of the enemy, and upon the verge of a sharp engagement; when you are probably chased into a very exciting run, with perchance a quietus about the stern to bring you to, or one of your pins dismantled. He may consider himself a lucky fellow who gets clear away unwinged.

THE PORTUGUESE SOLDIERS.—Their luxurious climate engenders laziness and idle habits; they would bask for ever in the sunshine, from whence arises the want of cleanliness in their habitations, and the presence of vermin about their persons. They make but indifferent soldiers—in all cases, they require to be spurred on by foreign officers; while the familiarity that subsists between the native officers and their men, renders ineffective the authority of the former, at the same time defeating the object to be attained by discipline. They eat, gamble, and drink together. I have seen them waltzing, and figuring off in the contradanza, captains with corporals, majors with drumboys—all Jack-fellows well met, and excellent boon companions. They will not of themselves do anything; their good qualities (if any) must be elicited by strangers. I know of nothing that stamps the character of Lord Beresford to be that of a man of energy and perseverance more than the successful way in which he organized their forces. From a miserable and undisciplined rabble, he produced in the course of time a tolerably fair body of fighting troops; who performed, encouraged, however, by the example of our own officers, some spirited service during the war.

SIR JOHN MOORE.—In the whole course of my experience, I never saw any man so thoroughly devoted to the service as General Moore. He was decidedly a skilful, as well as an accomplished officer. His life was spent among the soldiers; with their wants, their habits, and their prejudices, he was well acquainted; from which, together with his perfect knowledge of human nature, he was perhaps more fitted for the higher branches of the military profession than any officer of his time. Unfortunately, he failed in that confidence in himself, which others felt regarding him; and this humility of spirit, while it led him to underrate his own abilities, induced him at the same time to estimate those whom he considered his superiors at much too high a value. Hence his incapacity for an extended range of power in the field has been, by some, accounted for. With regard to the subject of his generalship on the retreat, it is easy for men to pass an opinion, while they discuss the affairs of war, and lecture on the merits or demerits of our commanders, at their own firesides; but those who consider the harrowing and dreadful circumstances of that retreat, must agree in saying, that even Wellington, with all his talents, placed in the aforesaid circumstances, could never have withstood the torrent of misfortune which proved so fatally conclusive to the army.

THE KNAPSACK.—Proceeding to the immediate accoutrement of the soldier, I must observe, with reference chiefly to the knapsack, that although some good has already been effected, yet there is still, about the

economy of his pack, much that needs improvement. In the days I now refer to, he had his trappings in the highest order; his buckles, belts, &c., were, so far as polishing was concerned, extremely smart, and in many cases ornamental; the knapsack was a very pretty thing to look at, varnished like a mirror, and without a crease or wrinkle; but it was slung in such a way as to press severely on his chest, while stuffed, at all time, with small wares, brushing tools, and various rubbish, enough to fill a Yankee pedlar's budget, it was a sad and wearisome incumbrance. The abundant list of furnishing materials arose from our love for ornamental work, which interfered materially with the real business of the soldier. The useful was neglected for this perpetual bronzing. When the men, after a long day's march, should have been getting rest or nourishment, they were toiling for hours at their buff straps, lace, and trimmings; the pipe-clay manufactory was in full work; the steam was up; and the camp looked as if a regiment of "*Slapdashers*," had taken the field. From right to left it was one uninterrupted scene of white-washing and singing. It was a slough of chalky mixture, wherein the chief performers were daubed and painted as if dressing for the stage. Tails were properly dismissed the service some years ago, and late though it was, yet better late than never; bright barrels were done away with, but pipe-clay, that dusty, abominable stuff, has never been left off. It has been said, that the English are a "window-cleaning nation;" it may, with equal truth, be averred, that they are likewise a "*pipe-clay nation*;" for the mania sticks to them with the tenacity of a leech. Patience is a virtue, and in their eyes so is *pipe-clay*. From Cinderella on her knees at the parlor grate, to the fierce and whiskered grenadier, it is all pipe-clay; and so it will be to the end of the chapter, or until our "bundle of prejudices" is disposed of. Troops may glitter on parade, and make a fine display, set off by sunshine, at a grand review at home; but it is another affair to practise all this show work when the enemy is at hand. The superfluous must then be laid aside; gentlemen of the dressing school must take to another sort of schooling; the *fine spirited soldier-like minds of Englishmen* should never be tormented by teasing occupations, nor should they be disheartened by unnecessary labor. The French use no pipe-clay, yet they are efficient soldiers; having their garments adapted to the service, they lose no time in silly polishing; but, with a simple clothes brush, or what is more generally the practice, switching their jackets in the wind, the most convenient trench or pool by way of a looking-glass, and the Frenchman's toilet is complete. All that trumpery nonsense of heel-balls, button-sticks, and other etceteras, that our "particular people" cannot do without, are totally unknown to him; he avoids a world of trouble, and shouldering his musket, he is ready in a twinkling for the road. His knapsack, too, is filled with his unnecessaries, (what should be called his kit, would go within the limits of a comb case,) but then, when pressed for time, he throws them overboard, or (to pursue the nautical idea) moving like a piratical schooner deeply laden, he is occasionally forced to "cut the painter," and send all adrift. Helping themselves, agreeable to their wonted custom, with a modesty of assurance highly useful in time of war, to anything they might require, Frenchmen as often disdained the use of knapsacks altogether; hence the facility with which they carried on their rapid marches, and the freedom with which their armies could be handled.

FINE FEELINGS IN THE ARMY.—When I entered Vittoria, in July, 1813, after the battle of the Pyrenees, with others who were wounded there, I could not avoid being entertained, in spite of all the pain I was suffering, by the running commentary upon the list of killed and wounded in our regiment, during the aforesaid battles, between certain individuals who were at this station, and who were anxiously expect-

ing intelligence from the front. With breathless haste they inquired of us regarding the casualties of that eventful day, when we began to recount the names of those who fell. The hope of "quick promotion," that grand desire of every aspiring hero, was pictured on the face of the inquisitor, who, while eagerly listening to the fatal narration, was still intent upon the subject of his fondest wishes. "How many were there killed, and who they were?" was at once demanded. "Captain A—— fell on the first volley." "Captain A——!"—(apparently shocked)—"O, dear me, poor A——, a good fellow, a great loss—very sorry, very indeed;" when, raising his hands, and with as much ingenuity as if educated in the "Deaf and Dumb Society," he began to make his calculations.—"Let me see, (poor A——, a good fellow, a very kind soul)—very—one—two—three,—I shall then be third lieutenant; and when Smith, Grey, and Richards go, it makes me senior;—then for my company!" "Who next?" another inquires—"Harvey, Patten, Wood." "Bless me! what havoc; how the poor old Black-cuffs are cut up." When, and before the crocodile's tears are dry, another calculation, and the ambitious aspirant, with sparkling eyes, sees in imagination, his name in the next gazette. "Another—and another killed; well, this is really dreadful work—poor fellows! we had many a cheering glass together," was the "funeral oration" delivered with much gravity. "I am so sorry—now then, (counting again,)—one—two." The grief lately depicted on the countenance fading away before the visions of preferment.

From the United Service Journal.

THE STATE OF THE BRITISH NAVY.—What has been done to put our ships, our officers, and our seamen on a better footing since the beginning of this year—1839? One must not expect impossibilities, or that great necessary changes can be effected in short intervals; but has any thing been done—any one thing? No, not one thing of any moment. I do not, of course, allude to the good sense and good taste of the two last appointments to Greenwich and to the chief secretaryship; the fitness of the individuals appointed, of course, must strike all naval men as very happily conceived—as likely to give force to the moral vigor of the service; but I rather ask after the *material* part, the order and activity of our yards, their strict and efficient economy, the intelligent superintendence of stores, the plans carried into effect for the better manning the ships put into commission, the judgment displayed in selecting those very ships, and the captains they are given to! All this, my Lord, I will venture to say is not amended, with the exception of one man—like "one virtue to a thousand crimes"—Captain Napier (Count Cape St. Vincent,) who was, after all, obliged to take his ship up the Mediterranean not manned as she should be, nor is she at this moment. Not a ship in our sea-going squadron, is manned as she should be, numerically. It was so last January, it is so in December! And next to nothing has been added to the number of our line-of-battle. In a word, things are just as they were as to our number of ships (one more or less,) and the number of men on board of them, one more or less; which, to estimate by comparison, is the mere momentary grievance of the country, if there is any truth in what was said in January of the Russian fleet, or what is again repeated of that same fleet in the same equivocal attitude towards us now in December, with the addition of 30,000 men, it seems, kept in constant readiness to be put on board. In the immediate steps we should take in strengthening our fleet, the monthly motions of the Czar should be a matter of little moment; or, really, does all past experience go for nothing? The weakness and folly of individuals, in not allowing experience to teach them any thing, is hardly pardonable in a nation! With us we have a triple warning—the Russian, French, and American fleets—a triple

shadow of coming events already paling the sunshine of our equivocal prosperity. For looking, my lord, afloat, and on shore, we are not very prosperous. Things float currently, without much oppression to any, but great changes hang pregnant in the atmosphere. It is not exclusively afloat—nor whether *steam* will help men to destroy each other—in itself but a small modification in the mysterious march of events. We, of all the great powers, should keep our eyes open—should not do foolish things; nor, as times go, can we afford to do nothing. The first lord may go on printing Mr. Murray's list of the naval officers, and treat the whole body of them as of no sort of moment; or what they may choose to think, or do, or say. Whether old men are promoted before the young ones, or the young before the old, may be a matter of less importance and really less cared about than the promotion of one of his servants from footman to be butler—the butler turned into porter to the Board, at 400*l.* or so a year—(one can only judge from the results, and the state of that list staring people in the face.) The first lord, I say, may go on with impunity, doing nothing to better the condition of this part of the service, or of the rest of it, while the ordinary vacancies are filled up in the usual way, with no sort of retrospective view to what claims men may have; but it is certain that, whether under his lordship or some other head, some great change, before long, will become imperative as to the ordering of the fleet on shore and afloat. There must be more vigor and more real working efficiency in every department; more ships, more men, and more pay. About those three things there must, there can, be no mistake; in ships-of-the-line, on a par with the French and American, in guns, scantling, and men; and in heavy frigates—not in a swarm of good-for-nothing small craft, and ten-gun brigs! In men, enough to work the ship and fight the guns; and not about two-thirds manned, either way, as they now put out to sea. The trifling increase ordered half a year ago, to the few ships we have afloat, is simply laughable, if one could laugh at such conceited perversity. So too is the increase of pay; neither will do—as Capt. Marryat has very sufficiently proved in his "Diary" just published. As we go on we are but preparing seamen, with much ado, for the American navy! Now, the great wonder of all this is, that, though it is so well known, and so ruinous to our maritime welfare, yet that nothing is done to counteract this transatlantic tendency! Nothing to increase the positive efficiency of our ships. Only the other day the — of the line sent afloat is found so crank that they were obliged to make a steady shotlocker near the keel, amidships, *pro tem.*; while a brig is in dock having her 'twixt-decks lowered! Should such things be, with any thing like a proper superintendence? These unparadonable blunders are remedied at great and unnecessary expense in the dock-yards; but why are such defects suffered to exist at all! There can be no doubt that vast sums are squandered on ill-judged alterations and repairs by the wholesale; as well as by the constant building more small craft, tens and sixteens, and steamers! To what purpose? for they are not fitted for war; nor is it yet known how that will be; nor is there a single wise experiment making to throw any light even on the coming probability, to excuse some extra expense on that arm. However, these are but the lighter stupidities and inconveniences arising from our system, which has indeed no system—no order; and which is exactly itself the root of this monstrous evil to the whole fleet, from first to last; but it clearly explains why less is done for the sums expended than the country has a right to expect. The smallness of that sum voted to the navy is blamed for all deficiencies. But do these people do their duty in the Houses of Commons and Lords by fairly stating the case, and insisting on a proper sum? Not a bit of it. As if they had some hesitation as to giving a strict account of their manner of disposing

of the money already intrusted to their wisdoms; but I may do them wrong to say they would hesitate to explain. They never hesitate to make out some special case to mislead 600 members, who seem not to know nor care any thing either about the sea or the sea service. We witnessed notable instances of this pettifoggery and special pleading in both Houses in the spring of this year. When some trifling error as to a maintop-sail or maintop-mast in store, and a few suits of sails, served to upset, or rather smother, the question, and stop the mouths of the thin sprinkling of veteran seamen who sit in either House; or the question is expressly passed over to avoid interfering with some party arrangement!! Is not such a state of things most melancholy in a great nation; whose greatness, whose very existence hangs on the efficiency of her fleet? And yet to listen to our debates, to witness the manner in which great naval questions are disposed of, who would believe it? How much longer are such interests to be the sport of cabal and a plaything for the simpering imbecility or total ignorance of Mr. Anybody with a seat at Minister's backs?

One of the very few seamen of note who aided Lord Colchester in the endeavour to bring about some change in this miserable state of things has been sent to Portsmouth—properly sent; but is thus unhappily, from being one of the guardians of our naval trusts, converted by this step into one of the props of the feeblest Board that ever cramped the energies of any body of maritime men from time immemorial. I do not here speak of the men composing this Board. It is a matter of perfect indifference to the navy or the nation who they are, while its practical and working effects are so very bad. It is the constitution of such a Board that makes it the bane of the sea service it affects to preside over, with a haughty partial pomposity. To talk of two or three sailors mixed up in it as junior Lords, is but to mention the very cunning contrivance whereby the evil is perpetuated under this mask of professional knowledge, for these very men have no sort of means to do good, if they would, while they are completely under the thumb of the first lord—the Lord knows who, a person thrown into the place at the whim or caprice of the First Lord of the Treasury, whose chief qualification has mostly consisted in knowing whatever of the business he is to transact.

From the London Nautical Magazine for March.

NAVY ESTIMATES.

Wages to seamen and marines	£1,145,891
Victuals for ditto	645,068
Admiralty office	122,096
Office for the registry of merchant seamen	2,980
Scientific branch	29,597
Her Majesty's establishment at home	123,353
Her Majesty's establishment abroad	21,010
Wages to artificers, &c. employed in Her Majesty's establishments at home	528,723
Ditto to artificers abroad	28,330
Naval stores, &c. for building and repair of ships, docks, wharfs, &c.	1,087,563
New works, improvements and repairs in the yards, &c.	193,174
Medicines and medical stores	21,000
Miscellaneous services	155,036
Total for the effective service,	£4,112,721
Half pay to officers of the Navy and Royal marines	753,657
Military pensions and allowances	517,355
Civil pensions and allowances	133,242

Total for the naval service - £5,576,975
Exceeding the estimates for 1839 by - £372,151

N. B.—The number of seamen is 24,165; 2,000 boys; and 5,500 Royal marines afloat, and 3,500 on shore.

NAVAL OFFICERS AND SEAMEN, Actually Employed on 1st Jan. 1838, 1839, and 1840.

	1838.	1839.	1840.
Flag Officers	15	12	12
Commodores	4	3	4
Captains	59	57	63
Commanders	67	68	73
Lieutenants	405	393	423
Masters	109	105	115
Secretaries	12	9	10
Clerks	314	285	299
Chaplains	35	33	36
Surgeons	133	127	133
Assistant-Surgeons	175	182	195
Pursers	105	101	107
Second Masters	113	116	107
Masters' Assistants	345	195	140
Mates	471	487	387
Midshipmen	381	375	488
Volunteers	451	205	224
Warrant officers	669	666	673
Engineers	31	61	64
Schoolmasters, or naval instructors	51	47	53
Petty officers	4799	3998	4779
Able and ordinary seamen, landsmen and boys (including Kroomen)	11694	12846	14620

The half-pay is required for the following officers, and we compare the numbers with

	1837.	1838.	1839.	1840.
Flag officers	150	136	144	132
Ditto retired	62	57	58	55
Captains	614	607	599	596
Ditto retired	9	5	5	5
Commanders	696	674	681	663
Ditto retired	283	274	276	279
Lieutenants	2212	2095	2058	1954
Ditto retired	7	7	7	7
Masters	342	321	318	309
Ditto retired	9	9	9	8
Chaplains	32	34	36	36
Medical gentlemen	573	567	527	516
Ditto retired	40	38	78	79
Pursers	470	442	438	430

ROYAL MARINES.

General officers	3	4	5	3
Colonels	2	5	7	8
Lieutenant-colonels	4	8	7	6
Majors	4	4	5	4
Captains	115	134	136	135
Lieutenants	359	348	339	323
Assistant-Surgeon	1	1	1	1
Total officers of all descriptions	5986	5770	5733	5549

By the Navy estimates it will be seen that we have now 3000 more seamen employed than we had a year since, and that provision is to be made for the purchase of timber and stores to the amount of one million thirty thousand pounds, being an increase, within two years, of nearly half a million sterling; the improvements in the dock-yards are also to progress in a still greater proportion, as they are increased from 89,000*l.* in 1838, to 193,000*l.* in 1840. Among these improvements the smithy at Portsmouth is to be improved, a new saw mill to be erected, and the metal mills are to be enlarged, besides the re-construction of the building slips and sea wall; at Plymouth a new basin is to be formed by running out a pier; at Woolwich a new dock is to be commenced, a steam manufactory proceeded with, and a building to be erected for the manufactory of Mr. Grant's steam fuel; at Pembroke two building slips are to be made, a roof to

be erected over another, and a new saw mill and machinery to be provided; 10,000*l.* is required to repair the mischief at Bermuda, caused by the hurricane of September last.

THE BOUNDARY QUESTION.—We are glad to find in a British paper such sentiments as the following, which are taken from the Halifax (N. S.) *Haligonian* of the 3d instant. This is a true view of the case: A war between the United States and Great Britain, terminate as it might, would be a horrible evil to both countries, and the way to avoid it is not by mutual bullying but mutual concession.

From the Haligonian.

The boundary question, the prolific source of discord for the last thirty years, has now become a subject of such engrossing consequence, that unless measures be adopted for settling the question, more coercive measures must be resorted to. The editor of the *Quebec Gazette* states it as his belief, that England would rather relinquish a portion of her rights than proceed to hostilities, and from all we can learn of the value of the disputed territory, apart from other considerations, we think this would be the more judicious course, as a war with the United States, let it terminate as it would, could not but be attended with the most disastrous consequences. A report has gone forth, that Great Britain has determined upon maintaining her rights, and refusing to yield up any portion of the bone in contention;—this, however, we believe to be unfounded.

THE BOUNDARY QUESTION.—Colonel Mudge and Mr. Featherstonhaugh, the commissioners appointed by our government to survey the disputed line of boundary between the United States and our North American provinces, have returned to England. We have the satisfaction to add, that, from all accounts we have heard, their investigation has thrown much valuable light upon this long pending question; and we have every reason to believe, should the further negotiations relative to it be conducted in that temperate spirit in which the subject is alluded to in the President's speech, that the final adjustment will be easy, and alike satisfactory and honorable to both countries.—*London Observer.*

NEW ZEALAND.—The extent of New Zealand has been variously estimated. The distance between the North and South Capes is about 900 miles—the greatest breadth of the northern island, which is the wider of the two, is about 300 miles, diminishing to 200 and 100, and to greatly less towards the northern extremity, where at one point, distant about 150 miles from the North Cape, there is an isthmus of not more than three miles across. By the latest, and it is believed, the most accurate accounts, the area of the northern island is computed at 40,000 English square miles, while that of the southern island—of which Stewart's island may be considered an appendage—is considerably more than one-third larger. The extent of the two islands, it is thought, must be at least 95,000 English square miles, or about 60 millions of square acres. The voyage from Britain to New Zealand, although the distance is greater than Sydney, occupies about the same length of time, in consequence of the prevalent state of the winds; while, in returning to Britain, the voyage from New Zealand is, of course, shorter than the voyage from Sydney by the distance between the two places, or about 1,200 miles.

We understand that Vice-Admiral Sir Henry Heathcote, whose "patent improvement on the staysails used between the masts of ships, and other square rigged vessels," has been so thoroughly approved of by every seaman who has made trial of it, and which was officially and unequivocally reported on by the captains of two of H. M. frigates, as "possessing all the advantages attributed to it by the inventor," is

preparing a code of day-signals on entirely new principles; and also some substantial alterations in the masting and rigging of ships, all of which he intends submitting to the Admiralty in the hope of its proving beneficial to her Majesty's naval service.

Proceedings of Congress, IN RELATION TO THE ARMY, NAVY, &c.

IN SENATE.

WEDNESDAY, MAR. 11.

Mr. SOUTHWARD presented the petition of John Barnard, administrator on the estate of John Barclay Fanning, late purser in the navy; which was referred to the Committee on Naval Affairs.

THURSDAY, MAR. 12.

The CHAIR submitted a message from the President of the United States in answer to a resolution of the Senate of the 4th of February, transmitting copies of correspondence between the Department of War and Governor Call concerning the war in Florida; which was laid on the table, and ordered to be printed.

Mr. WRIGHT presented the petition of James W. Hale and Joseph Francis, praying the aid of Government to enable them to erect a permanent life-boat station on Rockaway beach, for the relief of distressed vessels; which was referred to the Committee on Commerce.

Mr. WILLIAMS, from the Committee on Naval Affairs, to which was referred the bill to regulate the pay and emoluments of pursers in the navy, reported the same with an amendment, and a report; which was ordered to be printed.

MILITARY AND NAVAL PREPARATIONS.

The following resolution was taken up for consideration.

Resolved, That the President of the U. S. be requested to communicate to the Senate, if, in his judgment, compatible with the public interest, all the information which may be in the possession of the Government, or which can be conveniently obtained, of the military and naval preparations of the British authorities on the Northern frontier of the United States, from Lake Superior to the Atlantic ocean; distinguishing the permanent from the temporary and field works, and particularly noting those which are within the claimed limits of the United States.

Mr. NORVELL rose and said, that he had submitted this resolution, from a strong sense of duty. His firm conviction was, and had a long time been, that the period had arrived when preparations of a military and naval character on one side of our Northern frontier, ought to be met by corresponding preparations on the other side. While the British Government was amusing us with negotiation, as Philip amused the Athenians, it was making quiet and steady progress in preparing for offensive and defensive operations, at all important points near the entire frontier of the United States, from Maine to Lake Superior. While England was active, we were slumbering at our posts, unarmed, and without defence. It was time for us to awake from this dangerous repose. It was time for us to learn the whole extent of our hazardous situation.

The late correspondence between the Secretary of State and the British Envoy, with the information which accompanied it, clearly showed that the British authorities had deviated from the arrangement made by the Governors of Maine and New Brunswick, through the interposition of General Scott, despatched to that quarter for that purpose by the President. The explanations of the British Minister appeared to him to be evasive, perhaps unintentionally so. He seemed to have avoided the true issue—the violation of the arrangement to which he had just adverted. The Secretary of State, in his letter to Mr. Fox, remarks: "That the extensive accommodations prepared and preparing, at an old and new stations, the works finished, and in the course of construction, *on the land and on the water*, are not in harmony with the assurance that the only object is the preservation of a few unimportant buildings and store-houses for the temporary protection of the number

of troops her Majesty's ordinary service can require to pass on the road from New Brunswick to Canada."

And now, sir, what is the answer of the British Minister? After general declarations and disavowals on the subject of preparations, he adds:

"The fact, shortly, is, and this is the essential point of the argument, that her Majesty's authorities have not as yet altered their state of preparation, or strengthened their military means within the disputed territory, *with a view to settling the question of the boundary*, although the attitude assumed by the State of Maine, with the reference to that question, would be a clear justification of such measures; and it is much to be apprehended that the adoption of such measures will sooner or later become indispensable, if the people of Maine be not compelled to desist from the extensive system of armed aggression which they are continuing to carry on in other parts of the same disputed territory."

Now, sir, here is no disclaimer of the fact, that the state of preparation has not been altered; that the military means of the British have not been strengthened within the disputed territory. It is simply declared that this alteration has not been made; that these military means have not been strengthened, "*with a view to settling the question of the boundary*." The menace is thrown out, too, that the attitude of Maine may render such measures indispensable on the part of the British, with a view to that boundary question, if the people of that State be not compelled to desist from the armed aggressions which they continue to carry on within the disputed territory. The disclaimer of the minister goes to the motive, and not to the fact of increased military preparations.

And then, sir, do we not all know that a proposition on the part of our Government, for the settlement of the boundary question, by commissioners, has been before the British cabinet for some seven or eight months, and that no satisfactory response has yet been received to that proposition? Was not this proof presumptive that delays and postponements had been purposely interposed, until the means should be prepared for a coercive adjustment of the boundary question, on the terms which the British Government might prescribe?

Again, sir: it had been stated, with what truth he could not tell, that the cabinet of St. James had written to its agents in Canada, that the passage from New Brunswick to Quebec ought to be, and must be, rendered open and free by either amicable or forcible means.

What did all this indicate? Were these preparations, these imputed declarations, intended to intimidate us into a submission to the conditions of settling the boundary question, which might be presented to us by the adverse party?

Along the whole line of Lake Ontario, it had been stated that new military works were in the progress of construction, and that the old works were in a course of being strengthened. The military posts at Malden had also, as he had learned, been rendered stronger. White Wood island, which had been many years ago most unfortunately ceded to the British, was, as he had been informed in letters, fortified, or about to be fortified. That island was in the river Detroit near its mouth; and, with a powerful battery, it would command the passage of both the American and British channels of the river, and lay the whole of the upper Lake country with its important military posts, its flourishing cities and villages, at the mercy of an enemy. Military works were constructed, or constructing, at Sandwich and Windsor, immediately opposite Detroit; and that prosperous city could, from these works, in one hour, be laid in ashes. And what was the state of defensive military preparations on our side, in that quarter? Why, sir, we had not even the benefit of public barracks for the protection and accommodation of the miserable skeletons of companies which were stationed there. The commanding officers were compelled to rent a house at the water's edge for their accommodation. Sir, the surrender of White Wood island to the British was a most unwise measure. Its acquisition by that Government showed its sagacious forecast, as its cession demonstrated our want of that quality, in a most fatal degree. It ought never to have been given up.

He had been told that the British authorities were building one or two steam frigates on Lake Ontario and

Lake Erie. Such a measure was a departure from the spirit of that arrangement by which the American and British navies were respectively reduced to one vessel on Lake Champlain, one on Lake Ontario, and two on Lake Erie and the upper lakes, not exceeding one hundred tons burden each, and each carrying but one gun. Were the steam frigates to be of one hundred tons burden, and to carry but one cannon? Nobody could believe it. In order that the terms of the arrangement might be correctly understood, he would cite a passage from the message of President Monroe to Congress, in December, 1817, on that subject:

"I have the satisfaction," says the President, "to inform you that an arrangement, which had been commenced by my predecessor, with the British Government, for the reduction of the naval force, by Great Britain and the United States, on the lakes, has been concluded; by which it is provided that neither party shall keep in service on Lake Champlain more than one vessel; on Lake Ontario more than one; and on Lake Erie and the upper lakes more than two; to be armed each with one cannon only; and that all the other armed vessels, of both parties, of which an exact list is interchanged, shall be dismantled. It is also agreed that the force retained shall be restricted in its duty to the internal purposes of each party; and that the arrangement shall remain in force until six months shall have expired after notice given by one of the parties to the other, of its desire that it should terminate."

The object of the arrangement was, to save useless expense on both sides, and to prevent the danger of collision between their armed vessels, on those inland waters.

The measures adopted by the British Government, to which he had thus briefly alluded—the large military forces collected in her provinces—the accumulation of works and materials for war on our Northern frontier—and the naval preparations making on the lakes, impressively admonished us to the dangers which were impending over us. He could not, representing, as he did, an exposed State, be anxious for war; but a crisis was, he apprehended, approaching, which would demand the most active exertion, the most vigilant preparation. At all events, we ought to be in possession of every necessary information, to enable us to decide what was best to be done on our side. We all know the spirit of aggrandizement which animated the British Government, in all her policy. They were at this moment extending their military conquests in the East; and the journals of the day informed us that they were negotiating for the purchase of the Californias in the West, in the face of the solemn declaration of President Monroe in 1823, that the rights and interests of the United States required it to be made known to the world "that the American continents were not thenceforth to be considered as subjects of future colonization by any European power."

The resolution, modified as below, at the suggestion of a distinguished Senator, a friend of the mover, was then agreed to:

Resolved, That the President of the United States be requested to cause to be communicated to the Senate all the information that is possessed by the Government, or can be conveniently obtained, of the military and naval preparations of the English Government on the Northern frontier of the United States, from Lake Superior to the Atlantic Ocean, distinguishing the permanent from the temporary and field works, and particularly noting those which are within the claimed limits of the United States.

SPECIAL ORDER.

The bill to provide for the payment of damages sustained by individuals by the wars with Indian tribes since 1830, being the special order of the day, was taken up as in Committee of the Whole, and after a long discussion, in which Messrs HUBBARD, CLAY of Alabama, LUMPKIN and KING earnestly advocated the passage of the bill, and Messrs. WRIGHT, GRUNDY and PRENTISS opposed it, its further consideration was postponed until Monday next, and the bill and amendments were ordered to be printed.

The Senate then adjourned.

FRIDAY, MARCH 13.

Mr. NORVELL presented the memorial of a number of citizens of Wisconsin, praying the improvement of the Fox and Wisconsin rivers, the repair of the road from Fort Howard to Fort Crawford, and the establishment of a port of entry at Green Bay; which was referred to the Committees on Roads and Canals, and Commerce.

HOUSE OF REPRESENTATIVES.

MONDAY, MARCH 9.

On motion of Mr. D. D. WAGENER,

Resolved, That so much of the President's message as relates to the reorganization of the militia, be referred to the Committee on the Militia.

On motion of Mr. CARR,

Resolved, That the Committee of Claims be instructed to inquire into the expediency of amending the act entitled "An act to provide for the payment of horses and other property lost or destroyed in the service of the United States, approved Jan. 18, 1837," so as to provide for the payment for horses and other property of the Rangers during the late war and since, raised by acts of Congress, lost while in the service of the United States, in cases where the loss sustained was not by any fault or negligence on the part of the owner.

On submitting the foregoing resolution Mr. CARR remarked that, when the law of Congress passed in the year 1837, providing for the payment of horses and other property lost or destroyed in the service of the U. S., that it was thought the law was broad enough to embrace the claims of the class named in his resolution, and in accordance to that understanding of the law many of the claimants forwarded their respective claims for horses, &c. lost whilst in the service of their country, to the proper officer of the War Department for adjustment, which officer was of opinion, and so decided, that the act of January 18, 1837, did not authorize him to pay the claims of the description named in the resolution. Mr. C. remarked that there was merit in the claims he proposed to provide for, and hoped there would be no objection made to them. His object was to make the law more clear and explicit in regard to the adjustment of those claims. There being no objection, his resolution was adopted.

On motion of Mr. BARNARD,

Resolved, That the Secretary of War be directed to report to this House the surveys and estimates of expense made by Captain Cram, or otherwise made under the orders of the Engineer or Topographical Bureau, for the construction of a harbor at Racine, in the Territory of Wisconsin, and for the construction of any other harbor or harbors on the western shore of Lake Michigan.

On motion of Mr. HOFFMAN,

Resolved, That the Secretary of the Navy be directed to communicate to this House copies of the correspondence on file in his office, between Admiral Baudin of the French navy, and Commodore W. B. Shubrick of the U. S. navy, Pensacola, during the months of June and July last.

On motion of Mr. CURTIS,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of providing, by law, for the use of Greenough's chemical oil in the light-houses of the United States.

Mr. MILLER offered the following resolution, which lie over under the rule:

Whereas the obstruction or raft that has been formed by the deposit of floating timber, in the St. Francis river, in its course through the southeastern section of the State of Missouri, and the northeastern of that of the State of Arkansas; causes the annual overflow or inundation, by that river, of more, it is believed, than one million of acres of the most fertile and desirable lands in the West, if reclaimed; which lands are entirely owned by the General Government, but from those inundations the respective portions of the two States above mentioned are, to a great extent, rendered uninhabitable, and the healthiness of the country is greatly impaired thereby: Therefore

Resolved, That the Secretary of War be authorized, and he is hereby instructed, to cause an examination to

be made, by a competent officer of the Engineer Department, in the course of the ensuing summer, and that he report to the next session of the Twenty-sixth Congress whether it be practicable to remove said raft or obstructions; and if, in his opinion, practicable, that he furnish also an estimate of the sum which it would probably require to effect such removal.

Resolved, That the Committee on Roads and Canals be required to continue and report upon the expediency of making an adequate appropriation to enable the Secretary of War to carry the provisions of the foregoing resolution into effect.

Mr. DORR offered the following, which lies over:

Resolved, That the Secretary of War be directed to communicate to this House what measures have been adopted for the defence of the northern frontier of the U. S., on the Lake border and along the boundary between the U. S., and the Indian tribes east of the Mississippi; whether many Indians are not removing from the American to the British territory; and new military works being constructed and garrisoned with regular and militia troops by the English Government on that frontier, and the numbers of each; what are the defences and force which the U. S. have opposed thereto, and where situated; and whether any further appropriations or provisions by law are required to be made by the erection of posts, the construction of steam frigates, the opening of military roads, or the formation of military settlements for the more effectual protection of the American territory against British or Indian invasion.

On motion of Mr. DORR,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of carrying into effect the resolution of Congress of the 3d of March, 1805, by which the President was requested to cause a sword to be presented to each of the commissioned officers and midshipmen, who distinguished themselves in the several attacks on the town batteries and naval force of Tripoli, in the year 1804.

On motion of Mr. CHAPMAN of Alabama,

Resolved, That the Secretary of War be instructed to inform this House what progress has been made in the settlement of the claims for horses lost during the late hostilities with the Creek and Seminole Indians in Alabama and Florida, by the Alabama volunteers, particularly those under the command of Colonel Canfield, filed in 1837, and those under the command of Colonel Snodgrass, filed in 1838; also to inform this House what has caused the delay in the settlement of said claims.

On motion of Mr. R. GARLAND,

Resolved, That the Secretary of War be directed to communicate to this House the reasons why a military post has not been established on or near the western boundary of the State of Louisiana, between the Sabine and Red rivers; and also all document, papers, and information in the Department in relation to the establishment of such post.

Mr. CUSHING submitted the following, which, under the rule, lies over:

Resolved, That the President of the U. S. be requested (if, in his opinion, compatible with the public interest,) to communicate to the House any information in possession of the Government, respecting the assemblage of Indians on the northwestern frontier, and especially as to the interference of the officers or agents of any foreign power with the Indians of the U. S. in the vicinity of the Great Lakes.

On motion of Mr. DAWSON,

Resolved, That the Secretary of War be requested, as soon as he can conveniently, to lay before this House the claims of the State of Georgia against the United States, for payments made for military services rendered by the militia and volunteers of that State, during the Seminole, Cherokee and Creek campaigns, during the years 1835, &c., and which said claims were presented for payment to the Secretary of War, by Iverson L. Harris, Esq., during the year 1838; and that the Secretary accompany said claims with such views as he may deem due to the State, with the reason why said claims could not be paid under existing laws.

Mr. ATHERTON submitted the following, which was objected to and lies over:

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of abolishing the United States Military Academy at West Point.

Mr. S. H. BUTLER submitted the following, which was objected to, and lies over:

Resolved, That the Secretary of the Navy be requested to communicate to this House his opinion of the expediency of the immediate establishment of a dry dock and naval depot at Pensacola, Florida, and any information in his possession upon the subject.

Mr. DOWNING, of Florida, submitted the following, which lies over:

Resolved, That the Clerk of this House be directed to contract with Mr. Stone, who engraved the military map of Florida, compiled under the direction of Gen. Taylor, to furnish five thousand additional copies of said map for the use of this House.

Mr. WADDY THOMPSON submitted the following, which was objected to, and lies over:

Resolved, That the Secretary of War be requested to inform this House to what instance in which Congress has refused the necessary appropriations for the prosecution of the war in Florida, he alludes, in the following passage of his letter to Governor Call, bearing date the 20th June, 1838:

"It (the Department) is still further restricted by the means to provide for but a limited force, as it is with the greatest difficulty that appropriations can be obtained of Congress for even the smallest possible force necessary for the execution of its duty of protecting the inhabitants of Florida or elsewhere."

Mr. SMITH of Maine submitted the following, which was objected to, and lies over:

Resolved, That the Committee on Military Affairs inquire into the expediency of increasing the pay of non-commissioned officers and privates in the army.

Mr. REYNOLDS submitted the following, which lies over:

Resolved, That the Secretary of War be instructed to cause a survey and estimates to be made for the continuation of the Cumberland road from Vandalia, by Greenville, to Alton, in the State of Illinois.

FRIDAY, MARCH 13.

The bill for the relief of Bailey and De Lord was taken up in its order; when

Mr. HAND sent to the Chair an amendment, proposing to give the sum of — dollars, and interest in full of the claim. This amendment being read, Mr. H. advocated it at length. He said that it fully appeared by the papers, that in 1814 and 1815 the army at Plattsburgh were without pay, owing to the extreme embarrassments of the General Government, which were so great that it could not, in that vicinity, get trusted for a stack of hay without security. That the army was without necessities. That pay was promised from month to month until the troops were in a state of mutiny from repeated disappointments. In this crisis the officers applied to Bailey and De Lord, wealthy merchants of Plattsburgh, for relief. Bailey and De Lord furnished supplies to the officers and soldiers upon that application, in the way shown by the report, to nearly \$30,000. These supplies were furnished upon the request of the officers, and their assurance that when the troops were paid, they should be paid said advances. That after making large advances, Bailey and De Lord became alarmed, and hesitated, upon which General Macomb urged them by no means to stop, and repeated the most positive assurance that they should be paid in full when the troops were paid off; upon which solicitation and assurance they continued supplies. That a large portion of the army was ordered away from Plattsburgh before receiving any pay, by which Bailey and De Lord received very little. That afterwards they sent to the various stations to which the troops were scattered, to obtain payment when the troops were paid off, but from obvious causes but little was received, and that hardly paid the attendant expenses. That the proof went to show a total loss of \$18,000 or \$20,000; and Bailey and De Lord were made bankrupt thereby.

He (Mr. H.) respectfully dissented from the principle advanced by the Committee of Claims, that this

case was analogous to that of sutler. Sutlers were governed by known regulations and guided themselves accordingly. Here, as the papers fully showed, the advances were made upon the earnest solicitations and most solemn assurances of the officers, fully warranted by the exigencies of the case, that they should be paid. Without these, no advances would have been made. He dwelt, as to this point, upon the facts appearing by the papers, parts of which he read. He contended that such was the distress and insubordination in the army that the officers were warranted in making these assurances, and it was a case of sheer justice and no gratuity. The assurances of the officers, to say nothing of the effect of the quasi acceptance of the orders by the paymasters, were binding upon the Government, and analogous to the cases of necessities furnished to a ship in a foreign port in distress, or to a child eloiined. The bill proposed to pay what could be substantiated by vouchers, and where the Government had not paid the soldiers. This, he insisted, was entirely nugatory, a mockery of justice, for the papers showed the vouchers had been destroyed by the conflagration of petitioner's house, and, besides, probably nothing was left due from the Government to the soldier.

The claim (said Mr. H.) originated in a deed of patriotism, which, perhaps, prevented those who achieved the victory at Plattsburgh from the disgrace of mutiny, but which, by its pecuniary effects, had sent one of the claimants to the grave a beggar, and left the other to wear away the remnant of a long life in poverty.

Mr. DAWSON (one of the Committee of Claims) opposed the amendments. He thought it dangerous to allow officers in the army to bind Government by such contracts. It was a power not to be thus confided in that loose manner. The committee thought the principle adopted by them the true one.

Mr. PETRIKIN thought the time that had elapsed, a very suspicious circumstance.

Mr. HAND replied briefly. As to the agency, he trusted that if Government had had the benefit, and equity was on the side of the claim, no technical objection of want of power to bind the principal would be interposed. As to amount, the proof was very clear, even in a court of law loss of vouchers would admit secondary evidence. With regard to time, the papers showed much embarrassment and confusion of affairs, subsequently encountered by petitioners. But again, if the claim was fully made out, he could not consent to argue the question of the statute of limitations in such a case before an American Congress.

The question was then taken, but the amendment lost.

Correspondence of the New York Express.

U. S. SHIP OHIO,

Port Mahon, Dec. 6, 1839.

My last was dated November 4th, as we were standing in to the Bay of Gibraltar. The ship remained there until the 13th of that month, during which time there was a severe gale from the west, and we were obliged to house topmast and send down lower yards. A French merchantman went on shore, and an English vessel pitched on her foremast and bowsprit while at anchor.

We arrived here on the 28th ult., having had a long and unpleasant voyage from Gibraltar, having experienced the heaviest gale that this ship has ever been out in; it continued for six days, with all the violence of a hurricane. Since our arrival we have heard of the loss of an English frigate; she went on shore near Taragona, in Spain, and it is said that twenty of her crew perished. Several merchant vessels went on shore near Barcelona.

The United States frigate Brandywine arrived here on the 28th, having had a long passage from the U. States. She did not touch at any port—brought no news of later date than we had received at Gibraltar. The Brandywine will sail to-morrow, or by the first opportunity, for Toulon. The Cyane is now out on a cruise—is soon expected in.

I have nothing further to communicate at this time. Officers and crew are in excellent health.

WASHINGTON CITY, THURSDAY, MARCH 26, 1840.

FRENCH AND ENGLISH NAVIES.—A long letter appears in a late London Times, under the signature of "A Flag Officer," addressed to the Duke of Wellington, on the alleged inefficient state of the British navy. Many of the opposition papers in England maintain the same ground, while the Ministerial papers and members of Parliament deny the allegation, and contend that it is in as efficient a state as ever. This depreciation of their own service is blazoned forth with a two-fold object—first, as a political weapon with which to injure the Ministry; and secondly, to attract public attention to the preparations making by other powers, particularly France and Russia, who are more than suspected of having in view ulterior objects prejudicial to the interest and supremacy of Great Britain. Our own navy is incidentally introduced, but always in exaggerated strains; its numerical strength is more than doubled, and the rates of all our vessels set down at more than their actual number of guns mounted.

An appendix to the "Letter of a Flag Officer" gives a comparative view of the state of the British and French navies. We do not place much confidence in the accuracy of the statement, seeing how wide of the truth such averments are concerning our own navy. Presuming, however, that this comparison may be an approximation of the reality, we give the result, which is as follows:

IN COMMISSION.		Eng.	Fren.
Ships of the line,	104 to 120 guns	4	4
	72 to 92 "	18	13
Frigates,	36 to 60 "	9	17
Corvettes,	24 to 30 "	16	9
Sloops,	16 to 20 "	34	26
Steamers, (from 1 gun to 6, and from 60 to 220 horse power,) - -		16	25
BUILDING.			
Ships of the line,	100 to 120 guns	4	5
	70 to 90 "	13	21
Frigates,	36 to 60 "	9	21
Brigs,	16 to 20 "	10	4
Transports,	800 tons		3
Gabarrs,	600 "		2
Gun-brigs,	4 guns		4
Steamers	- - -	7	13

The French ships exceed the English in their rates, but we have given the extreme range—the English being the lowest and the French the highest.

After all, this array of figures does not present a true picture of the relative or actual efficiency of either navy. All the ships in the world would be useless without seamen to navigate them, and there is great complaint from the English on this score. The letter says, "Most of the captains and officers of the ships lately commissioned, complain of the inferior men they are obliged to rate as petty officers."

The principal maritime powers of Europe are not only increasing their naval force, and putting it in a state for active service, but are jealously watching

each other's movements. The policy of the same governments is professedly pacific, and Europe has enjoyed an almost uninterrupted peace of twenty-five years. But we cannot confidently calculate upon a much longer continuation of this state of things. A spark may set the whole continent in a flame; and if once lighted, who can tell when it will be extinguished? We at a distance may look on in comparative safety; but that our commercial interests will suffer, and our rights be violated, need not for a moment be doubted. We should be prepared to resist the first aggression, or we may be drawn into the vortex of general hostilities, only to suffer the more severely for our want of timely caution.

MORTALITY AMONGST GENERAL OFFICERS IN THE BRITISH ARMY.—From an article in the London Morning Post, we learn that there have died in the British army, since the brevet of 1837, no less than *ninety* general officers, viz: One Field marshal, thirty-two Generals, thirty-seven Lieutenant-Generals, and twenty Major-generals, whose names are given. The average age of three hundred and fifty Generals, still in service, is said to exceed seventy-five years, from which we might infer that the hardships and privations of military life rather tend to increase than shorten the days of army officers. When they arrive at a certain age, with sound constitutions, the chances of attaining a greater age are probably equal to those of any other profession. It is with the young, no doubt, whose duties require them to be much exposed in unhealthy climates, that the mortality is greatest.

Our English newspapers for the year 1840 have reversed the usual order of arrival, those for February having preceded by several days those for January. At times we derive from them many items of intelligence and of interest to our readers; at others we find them exceedingly barren.

The United Service Journals for January, February, and March were received within the short space of eighteen days of each other—the last in twenty days only, from London. So much for the benefits of steam navigation. We have already made some extracts from the January number. That for February contains a "memorandum on the method of constructing, fixing, and working the American jury rudder, formed out of materials on board every ship," by Capt. BASIL HALL, R. N., with a drawing. The invention is ascribed to Capt. CHARLES H. MARSHALL, of the New York packet ship *Britannia*, and an involuntary tribute is offered to American ingenuity, because the utility of the invention is so apparent that the merit of it cannot be denied. In the same number we find, under the signature of 'An old Sub.,' a spiteful effusion respecting Cooper's Naval History.

We understand that the 8th regiment of infantry is ordered to be held in readiness to proceed to the Winnebago country, in Wisconsin, if its presence there should be found necessary.

ITEMS.

The last number of the Journal of the Franklin Institute contains part of M. Arago's "History of the Steam Engine," translated from the French by Lieut. A. A. HARWOOD, of the U. S. Navy. The remainder will be given in a subsequent number or numbers.

The "Plan to provide for old Soldiers," which appears in this number under the head of Congressional Documents, is the production of Captain ROBERT ANDERSON, of the 3d artillery, one of the Assistant Adjutants General of the army. He probably did not think it necessary to affix his rank to the signature to a private letter, and hence there is nothing in it to show the position which the writer held towards the army and the public.

The St. Augustine News of March 13, received since our last number was published, contradicts the statement which we copied from the Florida Herald of the 6th, that Captain GARDENIER was with the detachment of volunteers when Lieut. Whedan was killed. Captain G. has had no skirmish with the Indians.

RANSOM CLARK, the last survivor of Major DADE's command, when massacred, was convicted of passing counterfeit money, on Monday, 16th inst., in the Municipal Court of Boston. He was, however, recommended to the mercy of the Court. Sentence not known.

ARRIVALS AT WASHINGTON.

March 17—Capt. W. Maynadier, Ord., Mr. Eveleth's Lieut. P. V. Hagner, do., P. Hagner's Jacob Brown, Addl. Paymaster, Gadsby's Capt. W. D. Fraser, Corps Engrs., Fuller's
23—Asst. Sur. B. M. Byrne, army, Polk's Lt. W. W. Mackall, 1st arty., Dr. Gunnell's
25—Mid. W. M. Caldwell, navy, Gen. Towson's Paymaster B. Walker, army; Gadsby's Lieut. B. Bragg, 3d arty., do.

PASSENGERS.

NEW YORK, March 18, per ship Erie, from Havre, Lieut. I. T. Doughty, of the Marine corps.

CHARLESTON, March 16, per steam packet Gov. Dudley, from Wilmington, Capt. G. W. Hughes, of the army.

NEW ORLEANS, March 10, per steamer Lady of the Lake, from Mobile, Thomas W. Cumming, of the navy.

THE WINNEBAGOES.—We learn from General Atkinson, that in consequence of the refusal of the Winnebagoes to remove agreeably to the terms of their treaty with the United States government, he has received orders from the War Department to remove them at all hazards. He will forthwith call into active service the necessary number of troops and repair to the present locality of the tribe. We have no doubt that he will execute with wisdom and energy the important trust confided to him. We know, that he will, if possible, spare the effusion of blood.—*Louisville Journal*.

In reference to the above paragraph, we may add, that Col. Worth, with his whole regiment, (8th infantry,) is under orders for the Winnebago country, and that a portion of the 4th regiment of artillery is also ordered to the same region.—*N. Y. American*.

Communications.

LEAVES FROM MY NOTE-BOOK*—No. III.

AN EXCURSION TO THE PRAIRIES.

My last extract left our little party encamped, June 18th, at the head of the Weeping-Willow creek.

June 19. Pursued a W. N. W. course, and in a few hours came in sight of the Great Platte river, and made a halt at the Little Saline, which is twenty yards wide—a shallow stream, running swiftly over a rocky bottom; the water is brackish. We remounted at 12 o'clock, and following up the course of the river, passed over a low, sandy, sterile district. There were many trails leading to the Otto villages. The Indians, moving like the buffaloes, in single file, make, like them, deep paths. We passed in succession the "Old Village" and the "Lower Village," oppressed by heat and thirst, and somewhat sorrowful that all signs, or absence of signs, indicated that the Indians had all gone on the summer hunt. At sunset we reached the Upper Village, which, accordingly, we found utterly deserted.

Finding nothing but stagnant water, and hoping to do justice to an intolerable thirst, I seized a bucket, descended the lofty and very precipitous bluff on which the village stands, crossed the flat meadow bottom, (having been deceived by appearances as to the distance to the river, which was in reality half a mile,) and at last found that the water was exceedingly muddy and quite warm. It was now growing dark, and I turned my solitary steps over the wild flats, in the very centre of a thunder storm. Gusts of rain and wind rendered my steps unsteady—the lightning's flare, revealing in the tall rustling grass, the many pools of water, seemed actually to play around the bright bucket which I held in my hand. I found my party had selected quarters in a "Lodge."

These dwellings of the Indian are more comfortable than the common houses in the frontier States. Around a circular excavation about three feet deep, and forty in diameter, a conical edifice of poles rests upon a strong frame work; this is covered three or four feet thick with wattled bushes, &c. and earth—leaving at the apex, about twenty-five feet from the floor, a small opening for light and the escape of smoke: under this is fixed the inclined stick or pole on which the kettle is suspended over the fire. Around the edge the area is divided off into very comfortable berths, rendered more or less private by matting. Cool in summer, and warm in winter, they are never troubled with smoke. Many are much larger, but this is the usual size, in which many families live. Conceive of twenty or thirty of these, appearing solid mounds, erected without regard to that order which would be somewhat difficult, owing to their circular shape—a horse pen of canes, and in the vicinity some fifty acres of corn in patches, some not larger than the eighth of an acre, others forming a field of size—and though not fenced, the different proprietorships marked off—and some idea is had of the Otto village.

June 20th. I was awake last night by the thunder reverberating around my subterranean abode, and beheld the lightnings seeming to play around a hole in the sky of utter darkness; between asleep and awake, my sensations were the more strange and pleasing, as I could not realize my unwonted situation.

Finding the river too high to cross, we concluded to send Godfrey to a trading-house, 30 miles above, on the Missouri, for assistance. So we set to work to make a small raft of the logs we could find. He seated himself, paddle in hand, astraddle on one end, near waist deep in water, but with some articles dry on the "bow." We soon lost sight of him near the other bank, and a mile lower down.

This is the largest tributary of the Missouri, and, like all other rivers entering it (or the main Mississippi) from the S. W., is turbid. All those from the

other side (including the Upper Mississippi) are clear; and this extraordinary rule holds with respect to the tributaries of the Arkansas and Red rivers. The Platte, in most of its course, has a perfectly level bottom, without timber, and from two to twelve miles broad. Rising at the base of the Rocky Mountains, near the source of the Arkansas, the waters of the two springs mingle, after flowing in a devious circuit of 4,000 miles.

The scene in the village to-night is imposing. The stars shine brightly—it is a perfect calm; the crescent throws a doubtful shadow. I wander among the earth mounds, more like ancient tombs than the abodes of man; far below, the swollen and mighty river, "dark heaving," sounds a melancholy and awful monotone; the poetical whip-poor-will alone breaks the dead oppressive silence with the music of a living sound. Far in the wilderness, we felt doubly alone amid these dwelling places of man.

June 21. At 4 p. m. three horsemen appeared to our anxious eyes beyond the river; it was Godfrey with aid, and we were directed to the village, three miles below. He got over late and with much difficulty, bringing with him a half-breed and the old Frenchman, Barada, (called Burdo,) the semi-amphibious, universal interpreter, and the father of forty children.

June 22. About sunrise, in a cold drizzle, we were on the river-bank, looking on with some curiosity at the doings of our savage friends. Two elk skins united were gathered round the edge, and distended with willow boughs—(it is then called a *bouco*,) and were ready for the launch; but that a Frenchman makes it a rule, if he find no holes, to punch some through and then tie them up. Dressed in woollen, and a blanket thrown around me, I shivered as I looked on, and then most reluctantly stripped myself—save a cloth vest—to take my place in this strange and dangerous aquatic experiment. In the *bouco* was placed all the baggage, and Mr. B. Godfrey took charge of the horses; half swimming and half wading in quicksands, the two others, rope in mouth, took this leather tub in tow, while I steadied it behind. The river is half a mile wide in a direct line; we had chosen a point where there was an island in the midst. We reached it in safety; but I was almost convulsed with cold, and nearly speechless. I wrapped myself up on the sand in two blankets, and in twenty minutes was much recovered. The men had fashioned the butts of two green willows into the semblance of paddles, when Mr. B. and myself again both entered the *bouco*—the stout Maugrain leading, old Barada behind. This side was worse; the water ran in great waves. We paddled with all our strength. At last Maugrain faltered, and would have sunk us, but fortunately he found himself in depth. With a brave heart he put out his utmost powers, and reached the bank, silent, but evidently much overcome. The paddling had quite restored my circulation.

Z.

* The caption of "An Adventure on the Prairie" was placed at the head of No. 1 of this series by the editor, not knowing that it would be followed by others. As we hope to be favored by the author with many of the incidents of his military life, we have prefixed to this number the appropriate principal title of "Leaves from my Note-Book," the title of "An Adventure on the Prairie" being but secondary.—Editor.

REVOLUTIONARY REMINISCENCE.

In the winter of 1783, the father of the late Lieut. Colonel A. R. THOMPSON, (who fell in Florida at the head of his regiment, 25th Dec., 1837,) then a Lieutenant in the army of the Revolution, accompanied a detachment under Colonel WILLETT, with a

view to surprise Fort Oswego, which was at that time in the occupation of the British. The treachery of their Indian guide, however, who led them a circuitous and roundabout way, caused, eventually, a failure in the enterprise, much to the chagrin and vexation of the American party.

The weather was excessively cold, the men and officers but poorly clad; but a soldier's duty oft compels him not only to forego the comforts of home and civilized life, but to endure summer's parching heat and winter's piercing blast. The state of the country, also, at that period forbade repose or inactivity, while a foot of its soil was in possession of the enemy. The deception practised by the guide, had protracted their journey, and consequently caused the endurance of much physical suffering, from the length of the route and intensity of the weather. Many of the men had their fingers, toes and ears badly bitten by the frost. Lieutenant THOMPSON had both of his feet so severely frozen, that when the detachment arrived at the camp, he was in such a state that the surgeon in attendance deemed it necessary, in order to save his life, to amputate both his legs. Sad and heavily fell this decision upon the ears of poor THOMPSON, who, full of military ardor and zeal in his country's cause, was anxious to devote all his energies to assist in emancipating her from the tyranny of despotic power; but here he was in the vigor of youth, having entered the list with the brave and patriotic, to be rendered helpless and maimed for the rest of his life, (if he should survive the operation,) not by an honorable loss of limb in battle, from the ball of a warlike enemy, but from the amputating knife of a surgeon. The thought was painful in the extreme, and he almost wept at the prospect.

"Can nothing be done, Doctor, to save these limbs?" said the youthful officer, as he cast a look of the deepest inquiry at the surgeon, and continued, "they have not yet done half their duty. Cannot you save them, that I may yet serve my country, and participate in the honor of assisting throughout the struggle, and in consummating her entire freedom from the British yoke?"

"I can see no alternative," replied the doctor, as he bound around the ligature above the knee; "it is impossible to save them."

"Then may God give me grace to submit," said the lieutenant, placing his hand over his eyes and pressing his burning brow; "and I must be sent home," he continued in soliloquy, "*crippled in the service, but not in the field.*"

He was in this situation, with a few of his military friends around him, whose countenances bore the expression of the sympathy they felt for their beloved associate, and sad too, were his own reflections; but he summoned resolution to undergo the painful operation. At this crisis, a groupe had gathered around the tent, anxious to know the result. Among them was a friendly Indian who, hearing them say a man's legs were to be cut off, he turned, and raising the curtain, passed into the tent. Stepping up, he laid his hand upon the uplifted knife, just in the act of being used: "No!" said he, "*that handsome young warrior shall not die! I will cure him!*"

The surgeon said it was "*impossible!*" that unless amputation was speedily performed, death from mortification must ensue."

"Halt! doctor," said Thompson, as his eyes turned quickly upon the Indian; "let him try, I would almost as soon die as lose my legs, now when they are so much needed as at the present."

"Let him, let him try," echoed the voices of all present; and the doctor laid down his knife and reluctantly submitted. Come, my good fellow, said they, save these legs, and you shall have a splendid rifle, and be constituted a chief.

The Indian threw off his blanket, commenced by removing the bandages, and by using friction, fomentations, poultices, &c. &c., succeeded in restoring cir-

ulation; and finally, after the patient had suffered much pain and anxiety, he recovered the use of his limbs, and was soon able to "report for duty."

The joy and gratitude of the young officer was unbounded; he generously rewarded the humane Indian, and often in after times, when marching in pursuit of the enemy, would he look down at his feet and bless the memory of the red man, who, under God, had been the means of saving his limbs, and perhaps his life. Mr. THOMPSON continued to serve throughout the war, with honor and reputation; and at the close of it was brevetted a Captain for his faithful and gallant conduct. M.

NAVY PENSION FUND.

The late act of the Senate, in regard to the Navy Pension Bill, has fallen with a withering power on many a deserving officer, and almost destroyed the hope that, let his death happen when it may in the discharge of his duty, he will not leave his wife and offspring destitute; as his beloved country, grateful for his exertions in her behalf, would in a manner adopt his family, and by allowing them a small but sure annual stipend keep them from want. This hope gave energy to an officer's exertions, and made him encounter cheerfully all the hardships, dangers and privations, incident to a naval life at sea, and in foreign climes.

It is well known that it is almost impossible for an officer to keep up the genteel appearance that his station demands, educate his children, and at the same time to lay by anything from his salary for a support for those depending on him, after his death. The pension bill of 1837 has, to the writer's positive knowledge, relieved from absolute distress many officers' widows and orphans, of genteel and refined minds and education, who have been obliged in several cases to labor for a scanty pittance, even to making slop clothing, shirts, &c., for Government contractors, at from 12½ to 25 cts per piece!!! And in some cases, too, where swords and letters of approbation, presented by Government, have been hung up in their little rooms, telling of the services of the departed head of the family in some "memorable conflict" of the late war, mocking their misery as it were with their tale of glory. This is stern reality, for *I have seen it!* and it almost makes the story of Belisarius sitting in blindness by the roadside, begging for coppers, appear no fiction.

Can any thing speak stronger than the appeal of the widow and the fatherless? I call upon Congress, the officers, and the country generally, to preserve to them the so much needed and well deserved allowance. Put a stop to all pensions granted to officers and others who are in the receipt of full pay, many of whom (to their shame be it spoken) are wealthy; some whom I could designate, with thousands and thousands! Cut off, I say again, all these drains from the pension fund, and make it a certainty to the needy and deserving families, and the country will be amply repaid by the grateful and cheerful exertions of the navy. S.

SETTLEMENT OF ACCOUNTS.

MR. EDITOR: May I ask the favor of you to give the enclosed extract of the act of Congress of the 31st January, 1823, "concerning the disbursement of public money," an insertion in your paper?

I am induced to believe that the existence of this law, which is in full force, is unknown to the bulk of the army. The penalty for a non-compliance with its requisitions is of so severe a character, that it should be generally known, and for this reason its insertion is requested.

The third section of the act makes it imperative on the officer charged with the direction of the department to which the delinquent belongs, to report him to the President of the United States, for dismissal from the service; with a saving proviso, however,

that when a satisfactory account for such delinquency shall be given, he may be continued in office.

Under this act, the heads of the disbursing departments make their reports at the expiration of each regular quarter of the year; and it is usual with them, when in their power to do so, to accompany their reports with the causes which have prevented those reported from rendering their accounts in due time. It is therefore suggested to all concerned, that when, from their peculiar position, from sickness, or other cause, they are unable to forward their accounts within the period prescribed, they give timely notice to the head of their Department, of their inability so to do, and thus save themselves, if not from the penalty of the law, at least from the mortification of being presented as delinquents to the President, without any accompanying explanation or extenuation of their delinquency.

CLERICUS.

WASHINGTON CITY, March 21, 1840.

Extract from an "Act concerning the disbursement of public money," approved Jan. 31, 1823.

SECTION 2. *And be it further enacted*, That every officer or agent of the United States, who shall receive public money which he is not authorized to retain, as salary, pay, or emoluments, shall render his accounts, quarter yearly to the proper accounting officers of the Treasury, with the vouchers necessary to the correct and prompt settlement thereof, within three months at least, after the expiration of each successive quarter, if resident within the United States, and within six months if resident in a foreign country; *Provided*, that nothing herein contained shall be construed to restrain the Secretaries of any of the Departments from requiring such returns from any officer or agent, subject to the control of such Secretaries, as the public interest may require.

SECTION 3. *And be it further enacted*, That every officer or agent of the United States, who shall offend against the provisions of the preceding sections, shall, by the officer charged with the direction of the Department to which such offending officer is responsible, be promptly reported to the President of the United States, and dismissed from the public service; *Provided*, that in all cases, where any officer, in default as aforesaid, shall account to the satisfaction of the President for such default, he may be continued in office, any thing in the foregoing provision to the contrary notwithstanding.

Congressional Document.

PLAN TO PROVIDE FOR OLD SOLDIERS.

WASHINGTON CITY, Feb. 12, 1840.

DEAR SIR: In compliance with your request, I shall briefly present the views I offered yesterday in our conversation on the subject of establishing a home for the discharged, old, or invalid soldiers.

1. The United States Government to allow the use of quarters and lands, furnish medical attendants, furnish, at cost value, medical, quartermaster's, commissary, and ordnance stores.

2. The *Soldiers' Retreat*, or institution for the reception of honorably discharged soldiers, to be governed by the rules and articles of war, and such regulations as may be approved by the Secretary of War. Officers for the government of the Retreat to be selected by the Secretary of War, to whom monthly returns and accounts current of its moneyed concerns will be regularly forwarded.

3. All enlisted men, wishing to avail themselves of the benefits of this institution, must subscribe \$1 50 per annum during their continuance in service. Contributors, having honorable discharges after twenty years' service, or who may be discharged at any period of their service, on a surgeon's certificate of disability, for wounds or other injuries received, or disease contracted in service, to be admitted into the institution.

4. All kinds of laboratory stores to be fabricated

and prepared according to the requirements of the Ordnance Department. These stores, when required by the United States, to be furnished at the actual cost of material and value of labor bestowed. They may also be disposed of to the State authorities, who can there obtain cartridges, stands of ammunition, port-fires, rockets, priming-tubes, fuses, &c. made of the best materials, and prepared in the best manner.

5. The United States Government to allow this institution the use (until claimed by the heirs) of all moneys belonging to the estates of deceased soldiers; all forfeitures of sums that may hereafter be due to soldiers who may desert from the service of the United States; all stoppages by courts-martial, when such stoppages are not made to reimburse the United States or individual for losses sustained; all sums that may be annually reported by the Surgeon General as surplus arising from the difference between the values of the rations of the sick and of the articles purchased for their use; all clothing left by deserters, after being kept one year on hand.

The advantages that will arise from carrying this or some kindred scheme into operation, are so numerous and important, that you will excuse me for mentioning but a few of them. The effect on the service, in giving us a better class of men than we can now enlist, will be very great. The soldier now knows that when he is worn out in service, destroyed in constitution, and unfitted, by his habits, for embarking in a new pursuit, he must be discharged, and thrown, an outcast, upon society. He returns, perhaps, to the home of his youth, and there is greeted by no friendly smile; the stranger is in his father's house—he has no home—resorts to the bottle—and dies a drunkard, or becomes a burden on the parish where he may be. Let the soldier know that a home is prepared for him, where he will be kindly welcomed and well taken care of, and he will be more active and zealous in the discharge of his duties—more willing to incur fatigue and danger than can now be the case, when he knows that the greater the sufferings he endures the sooner is his constitution destroyed, and he, by discharge, deprived of the means of obtaining his daily bread.

The use of the lands for agricultural purposes, the sale (if near a good market) of surplus vegetables, &c., the raising of cattle, hogs, poultry, &c., will render the purchase of commissary stores nearly or entirely unnecessary.

It may be said that the means indicated may not suffice for the support of all who will be entitled to the benefits of the institution. I think otherwise, and believe that a judicious management of the funds above alluded to, with the fruits arising from the labor necessary to keep the inmates in health, will more than support the institution. The amount of moneys unclaimed, in the Treasury, belonging to the heirs of deceased soldiers, must be great. As these sums are not claimed by the legal representatives or heirs, who are more justly entitled to the benefits of their property than their brother soldiers? Stoppages, by sentences of courts-martial, of portions of soldiers' allowances, are a common and efficient means of punishment, used in nearly all services. What better use can be made of these sums than making them contribute to the support of the faithful old soldier, on whom additional duties and labor have been imposed by the misconduct of the men who are thus punished?

But if we cannot take care of all, let us receive and support as many as our means will enable us. Let us not withhold the helping hand of charity, because we cannot relieve all who are in misery or distress.

The selection of the positions for these retreats (I think there should be two, one on the Ohio or Mississippi, the other at the north or east) I would willingly leave to the Secretary of War.

I have thus, my dear sir, fulfilled my promise, and hope that you, with the wise and good in Congress, may succeed in perfecting this scheme. By so doing

you will render happy and contented men who would otherwise be wretched, unhappy, without friends, or homes; you will prevent those who become aged and infirm in service, from regretting that they devoted the days of their youth to the service of their country; and will confer a merited boon on those who have done the State some service.

I am, dear sir, sincerely and respectfully,

Your obedient servant,

ROBERT ANDERSON.

HON. JOHN REYNOLDS,
Washington, D. C.

Domestic Intelligence.

FLORIDA WAR.

ST. AUGUSTINE, Mar. 20.—Nine "Peace-Hounds" have arrived at Black creek, and temporarily taken position there, previous to moving to the Ocklawaha, with a portion of Col. Twiggs' command. We look forward with great anxiety for the result of this contemplated interview on the part of the "Peace-Hounds" with the enemy supposed to be in the neighborhood of that river.—*News*.

SCOUT.—Some strange looking footsteps were observed by a negro on Wednesday, in the neighborhood of Long Swamp. Information was conveyed to Capt. Fulton, 2d dragoons, at his post twenty-one miles distant, and in three hours and fifteen minutes he reported for orders at this place. An examination of fifteen to eighteen miles ensued, but nothing definite occurred to identify the tracks. This promptitude of Capt. Fulton is really commendable, and forms an instance of activity worthy of all praise, in these times of doubt, delay, and imbecility. The long-talked-of expedition to the Ocklawaha passed up St. John's river yesterday.—*Ibid*.

BLACK CREEK.—We are informed that great dissatisfaction exists among the merchants at Black creek, in consequence of a tax imposed upon them by Col. Twiggs. The particular right of the gallant colonel to this exclusive act of legislation is questioned, inasmuch as sundry reasons prevail to make it apparent that the ownership of the soil is not in Col. Twiggs, or in any under whose title he may claim the exaction of revenue. We shall lay before the public the items of this, as well as some other interesting occurrences which have recently "come off" there.—*Ibid*.

INDIAN MURDERS.—The express rider who arrived at Black creek on Wednesday last, 18th inst., states that the wagon train from post No. 2, on its way to Micanopy for supplies, escorted by some of Lieut. Hanson's company, 7th infantry, (Lieut. H. commands post No. 2,) were attacked by Indians—two of the escort, the teamster, and one or two of the mules killed. The bodies of the men much mutilated.—*Ibid*.

We have the pleasure of stating that the Navy Department have determined on making Charleston a naval station, and have appointed Capt. Edward R. Shubrick, the 1st, and Lieut. Knight 2d officer on the station. A surgeon and purser will likewise be appointed.

We are also given to understand that Charleston will be made a navy yard for the repairing of small vessels, or such sloops of war as can come into our waters, as this the department can do without an application to Congress. It will readily be seen that if this is accomplished, it will require very little exertion to procure for Charleston the advantage of a navy yard for construction.

We thus perceive the favorable disposition of the Administration, not only to the south, in its general conduct, but to the State of South Carolina and the city of Charleston, in this liberal acknowledgment of its claims to government attention as a naval station and yard for the repair and construction of public

vessels of a certain class, which claims have been repeatedly pressed during former administrations without success. This is a proof, also, of the enlightened regard of the Navy Department to the advantages which Charleston presents for the above objects, advantages which have been previously overlooked from a slight and superficial examination of the subject.

We have reason for concluding that we owe to the representations of our active and talented representative, the Hon. I. E. Holmes, the accomplishment of the objects stated above.—*Charleston Patriot*.

NAVAL STATION AT CHARLESTON.—We have been not a little surprised to find announced in the Charleston papers received yesterday, that that port was to be made a naval station. As preparatory to its being made a navy yard, whether for repair or construction of sloops of war, or such small vessels as can go into its waters, we view the decision of the department as hasty and ill-advised.

The importance of a navy yard on the southern Atlantic coast will be acknowledged by all, but in selecting the site, due regard should be paid to the facilities of the bar at the entrance of the harbor selected.

Capt. E. R. Shubrick, as a commissioner with Captains Woolsey and Claxton, all of the navy, under a resolution of the Senate "to survey and examine ports south of the Chesapeake, with a view to their comparative facilities and advantages for the establishment of a navy yard," reported that "the bar at the mouth of the Savannah river is the deepest and most accessible of any on the southern coast. The average depth is nineteen feet at low water; and hence, with a full tide, a frigate may pass in safety."

On the Charleston bar, on the contrary, these commissioners remark—"This bar, which is of sand, forms an almost continuous chain of breakers running nearly parallel with the coast, for nine or ten miles. The tides and freshets of the river have broken through this barrier, and four channels have been formed for the discharge of the waters. Three of them are now incapable of being navigated by large vessels, and the fourth, the main channel, is liable to great changes from heavy gales. Within twenty years it has been entirely removed from its former site. It is displaced by more than half a mile, and where formerly passed in security ships of seventeen and eighteen feet draught of water, now rolls a dangerous breaker. The undersigned," the commissioners proceed to observe, "in contemplating the possible obliteration of the present ship channel by the deposit of some future gale, do not regard it as a lasting injury to the port; for they believe that a new, more convenient, and perhaps deeper channel may be effected by obstructions in the tide-way, which shall guide to a given point on the bar the vast and swift column of water composing its freshets and ebb."

Without extending the extracts as to the disadvantages of Charleston for a naval site, we would merely, at this time, remark, that whatever the capacity of its harbor when the difficulties on the bar are surmounted, yet, in the language of the commissioners, introductory to the above extract, "it would seem to be established that the mouth of the harbor is the main obstacle to its present usefulness as a naval station; for, being deficient in depth of water, no vessels larger than sloops of war can pass, and they only at high tides and with a smooth sea."

After noticing the advantages and disadvantages of the principal ports in South Carolina and Georgia, the commissioners proceed to notice "the comparative advantages and facilities of ports south of the Chesapeake, for the establishment of a navy yard."

On this point they remark: "Depth of water and easy access being objects of the first consideration, they are of opinion that the ports of Charleston, Darien, and St. Mary's, being deficient in depth of water

to permit the entrance of a larger ship than a sloop of war, are unfit to compete with the frigate harbors of Beaufort, Savannah, and Brunswick."

"The preference is narrowed down to one of these, and having duly weighed their relative pretensions, we have no hesitation in preferring Brunswick. Beaufort must yield to her in the essential points of depth of water, easy access, and capability of defence. Savannah must give way, for her easier access, and greater depth of water on the bar, cannot be carried up the river to a site safe from the sea, and an enemy, and applicable to the establishment of a navy yard."

"If a frigate could but reach Cockspar island, the opinion expressed in favor of Brunswick might be recalled. Brunswick is the most southern frigate harbor on the Atlantic seaboard."

Here the preference is clearly given by the commissioners to two ports in Georgia. Yet we have to record the fact that Charleston has been selected as the site for a southern naval station.

We trust that the people of Georgia will be advised of the reasons which impelled the Hon. Secretary of the Navy to discard this report of Captains Woolsey, Claxton, and Shubrick. We have not the least hostility to Charleston; but independent of the pride of State, we desire to see the public money expended, not only economically, but judiciously. To insure an economical expenditure, it must be judiciously applied. We will not, at this time, enlarge, but wait to see what our representatives in Congress will do in the premises.

It is a subject with which they must interest themselves, as the citizens of Georgia are equally interested in seeing justice awarded to their seaboard. We shall, hereafter, recur to this subject.—*Savannah Georgian*, Mar. 20.

We extracted a few days since from the *Globe* the appointment of Commander Thomas M. Newell to be a captain in the navy from the 27th of July, 1840. There must be a typographical mistake in the *Globe*, as Capt. Newell has received a commission, dating his appointment from the 28th of January, 1840.

Capt. Newell is the first Georgian who has reached the high rank of post captain in our gallant navy, having also been the first to receive a commission as commander. When the occasion offers, we doubt not that the stars and stripes will be as proudly nailed to the mast by Newell, Tattnall, McIntosh, and other Georgians, their juniors, as was done by other officers who were unwilling to see their country's flag lowered to a superior foe.—*Savannah Georgian*, March 21.

THE ROYAL YACHT CLUB.—A beautiful little craft, called the *Merlin*, arrived in our waters, on Saturday last, in five days from Havana, on a visit of pleasure. The *Merlin* is under the command of Captain HEATH, and is owned by Capt. LYONS, of the British Army, who is a member of the Royal Yacht Club. We had the gratification yesterday, of accepting, through a friend, an invitation to visit her, and were truly surprised and delighted to see how neatly and commodiously she was fitted up, for her purpose—that of pleasure only. On reaching the deck, our eye was naturally turned to the after part of the vessel, for the companion way, which, to our astonishment, was perfectly flush, to the stern, and we could not conceive for the moment, where access was to be obtained to the cabin. On being requested to walk below, however, we found the entrance to be in the forward part of the schooner, and were introduced into a neat and really beautiful suite of rooms, where every convenience and accommodation that could be desired, were at hand. The cabin occupies about two-thirds of the vessel, below, and we must confess we could never have imagined any thing so complete, in such a space as here met our view. The neat and cleanly appearance of every department of the vessel, was also a subject of admiration. Captain LYONS left here,

a day or two since, for Washington, and the Merlin sails this day for New York, where Capt. L. is to join her. We have been informed that the Merlin visited all the ports in the Mediterranean, and most of the principal European ports, all of which she entered and departed from, without being subject to any charges, or having to undergo any other forms than such as would be required of a man of war. While at this port it became necessary for her to comply with the same regulations as if she were a merchant vessel. This is to be regretted, as the British flag, in an American port, should enjoy every facility, and be treated with every courtesy, extended to it in any other country on earth.—*Charleston Courier*, Mar. 21.

COMMODORE RIDGELY, who sailed from this port on Monday, is destined to take charge of the naval forces of the United States on the Brazil station. To those who are unacquainted with the circumstances which have called for a prompt increase of our force, and the necessity of the presence of one of our most distinguished commanders, it may seem strange that Commodore Ridgely should even apparently have waived his rank and well-founded pretensions in permitting his broad pennant to float over a vessel of inferior force to that which he had a right to command, and which, had he insisted on his admitted claims, would not have been refused. It will be recollected that the frigate United States had been fully equipped for this special service, but after being within a few days ready for sea, was, upon survey, condemned, and ordered to Norfolk, where she is undergoing repairs.

The Government having made known to Commodore Ridgely the urgent necessity for his immediate departure, stating in the strongest and most complimentary terms his peculiar fitness for the performance of duties of high public interest, and involving many delicate questions of international law of vital importance to our country: in that spirit of disinterested patriotism which has marked his official career, he voluntarily waived every question of privilege, emolument, and rank, and immediately embarked in the sloop of war Decatur for the scene of his future exertions. We have it from the best authority that the personal sacrifices he has made on this occasion, at the earnest solicitation of the proper department, have given him new and acknowledged claims on the confidence of his Government and country.—*N. Y. Amer.*

NAVY.

ORDERS.

March 16—Lieuts. I. S. Sterett and M. Smith, Surgeon W. M. Wood, Passed Asst. Surgeon D. S. Green, Passed Mid. Levin Handy, Mid. W. M. Caldwell, Gunner D. Kelly, and Sailmaker Geo. Thomas, detached from steamer Poinsett, and leave to each two months.

18—Lieut. Joseph Myers, Rendezvous, Norfolk.

Mid. C. H. B. Caldwell, leave 3 months, having returned from the Mediterranean on sick ticket.

19—Surgeon H. N. Glentworth, navy yard, Pensacola, vice Surgeon J. S. Wily, detached, with leave for two months from 1st May.

20—Passed Mid. A. F. V. Gray, W. I. squadron.

21—Lieut. B. J. Moeller and Passed Mid. J. F. Mercer, detached from Coast Survey, and waiting orders. P. Mid. F. Lowry and H. C. Flagg, Coast Survey.

PROMOTIONS.

Commander to be Captain.

Elie A. F. Lavalette, February 23, 1840.

[The name of Captain Vallette has been recently changed, by an act of the Legislature of the State of Pennsylvania, into that of Lavalette. The name of his son, Midshipman Stephen Decatur Vallette, is consequently likewise changed to that of Lavalette.]

Lieutenant to be Commander.

Joshua R. Sands, February 23, 1840.

Passed Midshipmen to be Lieutenants.

Henry J. Hartstene, February 23, 1840.

Benjamin Franklin Sands, March 16, 1840.

Military Intelligence.

The following promotions and appointment in the army have recently been confirmed by the Senate:

Medical Staff—Asst. Surgeon George F. Turner, to be Surgeon, Jan. 1, vice Beaumont, resigned.

Thomas C. Madison, to be Asst. Surgeon, Feb. 27.

1st Dragoons—First Lieut. A. S. Macomb, to be Captain, Feb. 18, vice Dade, dismissed.

2d Lieut. H. W. Merrill, to be 1st Lieut., Feb. 18, vice Macomb, promoted.

2d Lieut. O. P. Ransom, to be 1st Lieut., Feb. 18, vice Hardia, dismissed.

5th Infantry—1st Lieut. J. L. Thompson, to be Capt., March 1, vice Lowe, resigned.

2d Lieut. D. H. McPhail, to be 1st Lieut., March 1, vice Thompson, promoted.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

EXPLORING EXPEDITION—The ship Relief was seen going into Rio Janeiro, about the last of January, by the ship Steiglitz, arrived at New York on the 18th inst., in 50 days from Rio. The Relief sailed from Rio for New York on the 3d Feb.

List of Officers of the U. S. ship Peacock.

OTAHEITE, October 9th, 1839.—Wm. L. Hudson, Esq. commander; Wm. M. Walker, 1st Lieutenant; George F. Emmons, 2d do., Oliver H. Perry, 3d do.; Thomas A. Budd, 4th do.; Augustus S. Baldwin, Acting Master; James C. Palmer, Acting Surgeon; William Speiden, Purser; Silas Holmes, Assistant Surgeon; Alonzo B. Davis, Passed Midshipman; James B. Lewis, do.; Henry Eld, do.; G. M. Colvocoressis, do.; James L. Blair, Midshipman; George M. Clarke, do.; William H. Hudson do.; George W. Hamersley, do.; Frederick D. Steuart, Captain's Clerk; Thomas G. Bell, Boatswain; Thomas Lewis, Gunner; Jonas Dibble, Carpenter; J. D. Freeman, Sailmaker; Thomas Powers, Purser's Clerk.

Scientific Corps.—Titian R. Peale, Naturalist; William Rich, Botanist; Alfred T. Agate, Artist; James Dana, Mineralogist; Horatio E. Hale, Philologist.

Schooner Flying Fish.—Robert F. Pinkney, Lieut. Commanding; George T. Sinclair, Acting Master; George W. Harrison, Passed Midshipman.

The U. S. ship Relief was at Oahu in the middle of September, 1839—officers and crew all well. She had gone to Sidney to deposit some stores there.

The U. S. ship Vincennes and brig Porpoise had sailed, the first on the 8th and the latter on the 10th of October, for Sidney, to rendezvous, and from thence to proceed to the southward.—*N. Y. Courier and Enquirer*.

WEST INDIA SQUADRON.—Ship Ontario, Comm'r. J. D. Williamson, at Havana, March 8—all well.

BRAZIL SQUADRON.—Razee Independence, Commodore Nicolson, and ship Fairfield, Comm'r. Boorman, were at Rio Janeiro, Feb. 6, to sail in six days for the U. S. Ship Marion, Comm'r. Belt, at Rio, Feb. 6, to sail in two days for Rio de la Plata.

Ser. Flirt, Lieut. Comd't McLaughlin, sailed from Havana, March 5, for Key West.

TO MARINERS.

UNITED STATES CONSULATE, }
Island of St. Helena, Jan. 22, 1840. }

Intelligence has just arrived at this place, that the Dutch barque 'Schelde,' of 800 tons, on her voyage from Batavia for Rotterdam, with a valuable cargo of coffee, sugar, &c., on going in for water, struck on a sunken rock at Ascension, said to be about half a mile from the N. E. coast of the island, on the 26th Nov. last, and that she went down head foremost with all sail set. H. B. M. ship Melville, (74 guns,) being fortunately in company, was the happy means of saving all hands.

This notice is therefore published with a view to warn vessels approaching that place of this hidden and hitherto unknown danger.

WILLIAM CARROLL,
U. S. Consular Commercial Agent.

OFFICERS OF NAVY YARDS, STATIONS, &c.

NORFOLK, MARCH 1, 1840.

NAVY YARD.

Commodore Lewis Warrington, commandant.
 Commander Hugh N. Page.
 Lieutenants A. B. Pinkham, W. C. Whittle.
 Surgeon James Cornick.
 Assistant Surgeon William A. Nelson.
 Purser Andrew McDowell Jackson.
 Chaplain George Jones.
 Masters John Quin, H. A. F. Young, J. Freeman.
 Passed Midshipmen John F. Borden, Ed'nd Lanier.
 Boatswain John Dunderdale.
 Gunner George Marshall.
 Carpenter Laughlan McKay.

HOSPITAL.

Lieut. John J. Young, superintendent.
 Surgeon George Blacknall.
 Asst. Surgeons Daniel C. McLeod, R. W. Leacock.

RECEIVING VESSEL, DELAWAE—74.

Captain Charles W. Skinner.
 Lieuts. Wm. H. Gardner, John W. West, Samuel Barron, Raphael Semmes, John M. Berrien.
 Surgeon John R. Chandler.
 Asst. Surgeon William L. Vanhorne.
 Purser Edward Fitzgerald.
 Passed Midshipmen Charles F. McIntosh, William P. McArthur, Richard S. Cogdell.
 Midshipman Miles King Warrington.
 Gunner Samuel G. City.
 Carpenter James Meed.

ORDINARY.

Lieutenant John Manning.
 Master Henry Worthington.
 Boatswain William Whitehead.
 Gunner Henry Keeling.
 Carpenter William Knight.

RENDEZVOUS.

Commander Thomas T. Webb.
 Lieuts. Cornelius K. Stribling,* Wm. W. Hunter.
 Surgeon Jonathan Cowdery.
 Passed Mid. James L. Henderson.

CIVIL ESTABLISHMENT.

Navy Agent George Loyall.
 Naval Storekeeper Merit Jordan.
 Naval Constructor Francis Grice.
 Master Carpenter John Richardson.
 " Blacksmith Charles A. Grice.
 " Boatbuilder John Linn.
 " Sailmaker Charles Cassell.
 " Painter John Hobday.
 " Joiner James A. Williams.
 " Cooper Thomas Murry.
 " Mast and sparmaker John B. Davis.
 " Gun carriage maker Merit Moore.
 " Armorer Benjamin Spratley.
 " Caulker Peter Tebo.
 " Mason Samuel M. Latimer.
 " Housejoiner Patrick Williams.
 Inspector and measurer of timber James Jarvis.
 Clerk of the yard John L. King.
 " Commandant Samuel B. Browne.
 " William H. Peters.
 " Storekeeper Lewis W. Boutwell.
 " Nathaniel Manning.
 " Naval Constructor Absalom J. Manning.
 Keeper of the magazine Philip Anspach.
 Engineer William P. S. Sawyer.

* Since promoted and detached, and Lieut. Joseph Myers ordered to supply his place.

MARRIAGES.

In Baltimore, on the 19th instant, Mr. J. P. HARTMAN, to Miss VIRGINIA ANN, daughter of the late Dr. HORSLEY, U. S. navy, of Norfolk, Va.

In Philadelphia, on the 18th inst., Lieut. ALEXANDER WELLINGTON REYNOLDS, U. S. army, to MARY, daughter of THOMAS REEVES, Jr.

DEATHS.

On the 17th inst., at his residence in the Northern Liberties, Philadelphia, in the 79th year of his age, JOHN KESSLER, Sen., a man whose early life is identified with the most important recollections of our nation's history, whilst struggling for national independence. He was an officer under the lamented Com Barry, in the frigate Alliance—the first vessel of war that bore "the stripes and stars" across "the ocean wave"—and had the proud satisfaction of bearing to his native home the immortal Lafayette, on his first return to France, after the signal services he had rendered to our infant Republic. On his retiring from the navy, Mr. Kessler entered into active and successful mercantile business, and in his political career was honored with the appointment of Magistrate, by the late Governor McKean, which commission he has held for the last 37 years. He was also elected to the Legislature of this State, and has otherwise served in many important offices through life, which were awarded to him as a deserved consideration for superior worth. But he has gone to his final account, regretted by as numerous a band of friends, as but seldom fall to the lot of perishing humanity.—*United States Gazette*.

On the 23d ult., at his residence near Nashville, Tenn., aged 83 years, Dr. MORGAN BROWN. The deceased was a native of Anson county, in the State of North Carolina, from which he removed into the State of South Carolina, and resided near the Cheraws on Pedee river until he emigrated to this State in the year 1795. Dr. Brown served his country in various capacities during the revolutionary war; first as a volunteer under Col. Thompson, during which service he was at the defence of the city of Charleston from the attack made on that place by the British fleet under Sir Peter Parker; afterwards as lieutenant of infantry in the north, having been present at the battle of Brandywine, and some minor engagements between the American and British forces. At a later period of the war, he acted as Assistant Commissary to the southern army under Baron de Kalb, Gates and Gen. Greene, and as superintendent of transports, under the last named commander; and was engaged in the partisan warfare carried on in that section between the Whigs and Tories. After the war, he served several sessions in the Legislature of South Carolina.—*Nashville Banner*.

CIRCULAR.

TO THE MEDICAL OFFICERS OF THE ARMY AND NAVY OF THE UNITED STATES.

BALTIMORE, March 1, 1840.

DEAR SIR—The Editorial Committee take pleasure in announcing to you the fact that the Maryland Medical and Surgical Journal has been accepted by the Surgeon General of the Army and Secretary of the Navy, as the official medical organ of the Army and Navy of the United States. They feel a strong hope that it is only necessary to announce this fact to you in order to secure your patronage and co-operation in sustaining us in our enterprise. We respectfully solicit your aid as a subscriber and collaborator, feeling confident, from the known esprit de corps of the Medical Staff of the army and navy, that we shall meet with a prompt and favorable response. If you conclude to aid us in opening this, another channel for the improvement of our profession, will you do us the favor to communicate to us your determination as soon as possible, in order that we may be prepared to issue a sufficient supply of our second number, which is now in press; and also to what point you will have us send the Journal.

Respectfully yours,

GEO. C. M. ROBERTS,
 NATHANIEL POTTER,
 JAMES H. MILLER,
 ROBERT A. DURKEE,
 JOHN R. W. DUNBAR,
 SAMUEL GEORGE BAKER,

Editorial Committee.

March 5—3t

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to

March 5—tf

JOHN S. FRASER,
 168 Pearl street, New York